# THE MARINE RECORD.

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## Maritime Law.

*District Court, E. D. New York. November 20, 1891.*

Seamen's Wages—Canal Boats—Rev. St. § 4251—What is Canal Boat.—Section 4251, Rev. St. U. S., provides that "no canal boat * * * shall be subject to be libeled in any of the United S ates courts for the wages of any person who may be employed on board thereof," etc. On suit brought for the value of services rendered by the libelent on board the William L. Norman, in form a canal boat, held, that a vessel engaged in navigating canals is a canal boat, within the meaning of the statute, without reference to its form, and a boat not engaged in navigating canals is not a canal boat, within the meaning of the statute, whatever may be its form.

Benedict, District Judge. The principal question in the case is whether this boat is exempted from liability to be proceeded against for wages by reason of section 4251 of the Revised Statutes of the United States, which provide as follows:

"No canal boat, without masts or steam power, which is required to be registered, licensed, or enrolled and licensed, shall be subject to be libeled in any of the United States courts for the wages of any person who may be employed on board thereof, or in navigating the same."

No case is found where this question has been decided. It is new in this court. Looking to the object of the statute, it seems to me that it must be held that the words "canal boat," as used in the statute, refer to the employment in which the vessel is engaged at the time of the rendition of the service, and not to the form of the vessel. A vessel engaged in navigating the canals should, I think, be held to be a canal boat, within the meaning of this statute, without reference to its form. A boat not engaged in navigating canals is, in my opinion, not a canal boat, within the meaning of this statute, whatever may be its form. In this view the statute is no obstacle to the present action.

As to the defense that the boat has been sold since the rendition of the service, my opinion is that the transfer of the boat disclosed by the evidence does not affect the libelant's lieu, nor does the case show laches sufficient to deprive the libelant of the right to recover the wages due him. If the parties do not agree upon the amount due, let there be a reference.

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*Distriet Court, D. Oregon. February 11, 1892.*

Norwegian Vessel—Crew of—American Citizen.—Any person who, in pursuance of any arrangement or contract, for a long or a short period or voyage, is on board of a Norwegian vessel, aiding in her navigation, is a member of the crew of such vessel, within the purview of article 13 of the treaty of 1827 between the United States and the kingdom of Norway and Sweden, and the consul of that country has exclusive jurisdiction of any difference arising between him and the master of such vessel; and it matters not if such person is an American citizen, and shipped at an American port.

Deady, J. From an inspection of the articles, which have been exhibited to me, it appears that they were signed by the libelant before the Swedish consul in San Francisco. They are a printed formula in the Norwegian language, with blanks filled with a pen, and at the bottom, in the same writing, there is a special clause in English, in these words: "This contract is binding for one year on the part of Dominick Dupee, or until the vessel reaches England." The signature of the libelant is immediately under this clause, and the master's also.

But this question must be disposed of upon the statement contained in the libel.

By the treaty the consuls of either nation have a right "to sit as judges and arbitrators in such differences as may arise between the captains and crews of the vessels belonging to the nation whose interests are committed to their charge, without the interference of the local authorities."

The words "crews of the vessels," as here used, include all of the ship's company,—all the seamen and officers, except the captain. Rap. & L. Law Dict. verb. "Crew;" U. S. vs. Winn, 3 Sum. 209.

The crew of a vessel,—the ship's company,—in a general sense comprises all persons who, in pursuance of some contract or arrangement with the owner or master, are on board the same, aiding in the navigation thereof. It matters not whether the contract is verbal or in writing, or for a long or short voyage or period.

In this view of the matter, and taking the very improbable story of the libelant as to the terms of his shipment to be true, he was one of the crew of the Marie from the time he signed the articles in San Francisco until his arrival at Departure Bay. Here a "difference" arose between himself and the captain as to whether he was entiled to his discharge or not.

This is the very case provided for in the treaty, of which the consul is thereby made the "judge and arbitrator;" and this court, being a local authority, is prohibited from interfering with him. But it is contended that the treaty does not apply to an American citizen shipped at an American port on a Norwegian vessel, and, assuming that the libelant is such a citizen, the consul has no jurisdiction and this court has.

In the case of Ross vs. McIntyre. 140 U. S. 453, 11 Sup. Ct. Rep. 897, it was held that the petitioner, a British subject, who, while serving as a seaman on an American vessel, in the harbor of Yokohama, committed murder thereon, of which he was convicted by the consular tribunal for Japan, was an American seaman, and subject to the laws relating thereto.

Mr. Justice Field, speaking for the court, said:

"While he (Ross) was an enlisted seaman on the American vessel, which floated the American flag, he was, within the meaning of the statute and the treaty, an American, under the protection and subject to the laws of the United States equally with the seaman who was native born."

Of course, the doctrine of this case applies equally well to an American citizen who ships as a seaman on a foreign vessel. The libelant was for the time being a Norwegian, and owed obedience to the laws of Norway and Sweden.

The treaty of 1827 is a law of that kingdom, and by it the consuls of that country are given exclusive jurisdiction of all "differences"—controversies—between the captain and crew of a Norwegian vessel. This, in effect, forbids—disables—the libelant from resorting to any other tribunal for the settlement of such "difference." The treaty is also a law of the United States, and forbids this court from interfering in a case of a "difference" between the master and crew of a Norwegian vessel.

The libelant voluntarily assumed the obligations and restrains of a seaman upon a Norwegian vessel, and he must take the consequences.

The exception is sustained and the libel dismissed.

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*District Court, S. D., New York. January 23, 1892.*

Personal Injuries—Defective Rope—Knowledge of Mate of Vessel—Acquiescence of Sailor.—While libelant, a seaman, was employed in scraping the mainmast of the Julia Fowler, on a triangle surrounding the mast, the rope holding the triangle broke, precipitating libelant to the deck, and causing injuries, to recover for which this suit was brought. The evidence showed that the rope was old and spliced, and that the attention of the mate, who rigged the triangle and was in charge of the work, had been called to its character before the accident. It also appeared that all the men considered the rope of doubtful sufficiency, but that they continued the work without objection, without demanding a new rope, and there was no evidence to show a new one would not have been furnished them had they asked for it. Held, that this was an acquiescence in the wrongful act of the mate, charging libelant also with negligence. Four hundred dollars damages awarded.

Brown, District Judge. On the 7th of August, 1891, the libelant, a seaman on board the Julia Fowler, was at work with two others scraping the mainmast on the triangular frame-work of wood surrounding the mast, which had been rigged up by the mate of the vessel for them to sit on while at work. One side of the triangle was held by the end of the main throat-halliard, which gave way while the libelant was at work, so that he fell upon the deck and suffered injuries which up to the present time have disabled him from work. The above libel is filed to recover his damages, alleging negligence in that the halliard was known to be unfit for the purpose.

The evidence shows that the triangle was rigged up under the immediate direction and inspection of the mate; that the hilliard was broken at a splice; that it had not been used for the same purpose before, and was unfit and insufficient to support the three men who were sent to work in the triangle in the way that it was rigged, namely, to sustain the triangle by a single line, or purchase, instead of having the line rove through the three sheaves of the block above, and the two sheaves of a block below, which would have divided the weight among five parts or purchases of the same line. The master, who at the time was sick below, states that the line would have been sufficient had it heen rigged in the latter way; and that the latter was the proper and usual mode of rigging the triangle, though it is sometimes done in the mode used in this case. The mate's statement that he had never seen any other mode used at sea makes me discredit his testimony on all controverted points.

It is plain that the mate was negligent in the performance of his duties in the use of such a line to rig the triangle in that manner. He ordered the use of this particular rope, and superintended the rigging of it. The defect in the line was manifest upon inspection, as it was spliced, and whipped for smooth running. The negligence of the master, or chief officer who acts in the master's place, to provide safe appliances for the use of the seamen, and the deliberate use of rigging or methods plainly unsafe, affects both ship and owners with liability for the consequent damage. The chief officer was not acting in the mere capacity of a fellow-laborer, as in Quinn vs. Lighterage Co., 23 Fed. Rep. 363; The Queen, 40 Fed. Rep. 694, 697; Hedley vs. Pickney (1892) 1 Q. B. 58. The case is substantially the same as that of The A. Heaton, 43 Fed. Rep. 592, in which this rule was applied in respect to the use of a rotten gasket. See, also, The Frank and Willie, 45 Fed. Rep. 494. The libelant had nothing to do with preparing or rigging the triangle; but when it was ready, he was ordered aloft to work upon it, and obeyed.

In defense it is urged that not long after the libelant and his companions had begun work aloft, and while he was sitting in the triangle, the mate noticed from the deck that the rope was defective, and called the attention of the men to it, and asked Hansen if the rope was secure, and said that he did not like the looks of it; that the libelant thereupon examined the rope and replied that it looked all right; and that the men continued at work for a half hour afterwards before the halliard broke. I do not credit this version, but that of the men, who say that Hansen's reply was in effect that it was a mighty poor rope for such work; and the weight of evidence on this point, notwithstanding the fact that the libelant does not remember his language, is that he further suggested that they hurry on, so that if they fell, they would have a less distance to fall. Does that fact release the mate and ship from the consequence of their prior negligence, and transfer the whole risk thenceforth to the seamen? I think not. The men were neither told to come down, nor does the mate say that he authorized the men to come down, if they thought the rope insufficient. The men testify that what the mate said was, "Look out boys; that is a poor rope." The direction amounted to little if anything more than to be cautious in their work and movements, so as not to make any unnecessary strain upon the rope. The insufficiency arose not merely from the splice, but in adjusting the rope with a singie bearing. The evidence leaves no doubt, however, that all the men considered the rope of doubtful sufficiency, and that they would have been justified in demanding another rope, or a readjustment of it in a safe manner; but that they continued to work without objection. Nor can I find that, if a proper rope or readjustment had been asked by them, it would not have been allowed. I do not see how I can hold this to be less than acquiescence by them in the wrongful act of the mate, such as to charge the men also with negligence or want of reasonable care. The case falls, therefore, within the principles of The Max Morris, 137 U. S. 1, 11 Sup. Ct. Rep. 29, 24 Fed. Rep. 860. Though the libelant is yet far from well, his ultimate recovery, upon the evidence, seems probable. I allow him $400, and costs. Fed. Rep., vol. 49, p. 277.

(ORGANIZED 1880.)

## CLEVELAND VESSEL OWNERS' ASSOCIATION.

(Membership 1892.)

One hundred and sixty-three steamers, and one hundred and forty-four sail and barge, } Aggregating 298,127 tons.

Maintains shipping offices at Cleveland, Ashtabula Harbor, Fairport and Toledo. Regulates wages, protects crews and takes cognizance of all matters in the interest of the members and of the lake commerce generally.

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THE MARINE RECORD.—Official Paper.

## NEWS AROUND THE LAKES.

### CLEVELAND, O.

It is widely telegraphed around the lakes that an alliance offensive and defensive has been consummated between the Knights of Labor and the vessel owners. There is no such a movement at this port as yet.

The local inspectors, De Wolf and McGrath, with their assistants Capt. Sam Gould and Mr. Plietz capped the inspection record of the service last Saturday by inspecting five large steamers in one day. This port leads in all matters maritime, and it will be some time before such expeditious skill as the foregoing is eclipsed, when it is, it will be by the same staff breaking their own record to make a better one.

Mr. C. H. Keep, Secretary of the Lake Carriers' Association, was kept busy on Wednesday interviewing vessel-owners and arranging for the proposed consolidation of local interests into one association. A meeting will be held in Detroit and steps taken to perfect the present plans.

The Wilson Liner Sitka and the City of Paris arrived at Buffalo from Chicago on Tuesday. It is stated here that the latter boat left port ahead of the Sitka and arrived in Buffalo only one hour before her. The Wilson Line has frequently opened the season and they are noted for closing it, as they work and are handled to develop all that is in the season of navigation.

The handsome steel steamer Amaranth, built to the order of the Lighthouse Board by the Cleveland Ship Building Co., left port this morning on her official trial trip under charge of Capt. Miner, of the freight monitor Andaste, and last season in the large steamer E. C. Pope. The Amaranth was taken out for a spin and had her compasses adjusted on Tuesday, everything about the construction was found entirely satisfactory, so that the usual builders trial trip was not made, the Cleveland Ship Building Co. stating that the official trial trip was all that would be found necessary for the satisfaction of the Government. A number of gentlemen embarked for the trial trip, among whom were Major William Ludlow, Commodore George W. Gardner, Mr. Janson, superintendent of construction for the Lighthouse Board, H. D. Coffinberry, president of the Cleveland Ship Building Co., Omer N. Steele, superintendent engineer of the Cleveland Ship Building Co., Capt. Stoddard and others.

Dates have to be made ahead these times for dry docking at the Ship Owners Dry Docks, the week's list, docked and engaged, shows ten vessels and the ring of calking mallets is kept steadily humming.

The low water at Chicago has cost a Cleveland vessel-owner a large expense and the steamer two days loss of time. The Aurora owned by Capt. James and John Corrigan had to be lightered and listed before she could leave that port on Wednesday.

By the end of this week the bulk of tonnage wintering at this port will have cleared, freights are anything but brisk, yet, vessels can not lay idle when the lakes are clear of ice.

Just at this season of the year when running wild or chartering for the trip or season is in order, we are pleased to announced the hymeneal charter for every season, and longer, of Edna Smith by Capt. Carlton Graves. The permanent charter party was signed on Monday night at the New England Hotel, sky pilot Ludlow officiating according to the orthodox Presbyterian course, in the presence of a number of mutual friends. The aphorism "that sailors are all more or less soldiers" is again exemplified, as the fair consort which the gallant captain has vowed to keep his tow line fast to through thick and thin, blow high or low, is from a family of military heroes, General Edward Bragg, of Wisconsin, being her uncle, besides several other members of the family having served with distinction in the annals of war. Capt. Graves is a strict disciplinarian according to nautical usages and he will now be better able to make all hands "walk a chalk" unless, while demonstrating the superiority of naval over military tactics and the endurance of marines under a sharp, quick, strategical fire, he may unbend sufficiently to give his crew a trifle of relaxation. However it goes, Capt. Graves will no doubt be prepared for light squalls, and we wish his better half and the rest of him fair winds and fine sailing as long as the charter lasts.

Many of the friends and former shipmates of Capt. William Mack will be sorry to learn that his wife was thrown from a buggy on Tuesday and received severe internal injuries, the ambulance was called and removed her to her home on Detroit street.

### CHICAGO, ILLS.

*Special Correspondence to the Marine Record.*

The fine new steamer Edward Buckley made a splendid record last week. She left Chicago piers at two p. m. on the 6th for Manistee, where she loaded 400,000 feet of green lumber and arrived back in Chicago at 12.45 p. m. on the 8th, making the run and loading in forty-six hours and forty-five minutes. The Buckley is, without exception, the finest and best equipped lumber carrier on Lake Michigan, and does great credit to her builders, Burger & Burger, Manitowoc, and to the Montague Iron Works engine builders, who built her engine, a fore and aft, compound 18 and 30 by 36, and to the Manitowoc Boiler Works, builders of her boiler, which is 9 by 14, allowed 140 pounds steam pressure. She is also supplied with a steam steerer and a Sheriff hoisting engine. Her cabins, dining-room and kitchen are handsomely finished and furnished, and she handles and steers like a yacht. Captain C. Gnewuch is commander and part owner; Daniel Wall, first mate; Richard Winkler, chief engineer, Frank Langer, assistant engineer.

The steamer Otego is on dry dock for repairs to bottom and stern bearing, and some calking; schooner Mystic was in for a thorough recalking, and the schooner City of Toledo for some bottom calking.

The steamer J. C. Perrett, Captain Thomas Chron, looked splendid as she went down the river Monday to commence her season's work of towing the Marinette Barge Line Company's barges.

Captain James Sanford arrived here from Muskegon, last week, to join the steamer Walter Vail. Louis Larsen is first mate; James Doner, second mate; Daniel McMullin, chief engineer: Dennis McMillen, assistant engineer. The Vail will have as consorts the Baltic and John B. Merrill.

The schooner John Wesley, Captain D. W. Barnes, has received a big overhauling during the winter, comprising new stanchions 6 by 8 all around, new bulwarks and rail, apron, knight-heads, pawl posts, timber heads, taff-rail, pocket-pieces, hatch comings, fore sheet posts, new quarter deck, considerable new deck forward, four strakes of new ceiling on each side of the keelson, new jibboom, some new outside planking, and recalking all over.

Captain Drury arrived here last week to join and superintend the fitting out and loading of the steamer Wyoming. She is loading package freight for the Delaware and Lackawanna Railroad Company, and will leave here Saturday for Buffalo.

Captain J. Green, of the steamer Scranton, arrived last week to join and fit out and load his steamer. She will leave here Thursday for Buffalo with package freight for the Delaware & Lackawanna Railroad Company.

The steamer Brittanic, Captain Ira Mansfield, left here Wednesday morning, April 13th, for Buffalo, with 60,000 bushels of wheat loaded in February.

The steamer Horace A. Tuttle will come here from Milwaukee to load corn at 1⅜ cents per bushel.

Grain freights, Tuesday, ruled at 2 cents on wheat, 1¾ cents on corn to Buffalo.

The Chicago *Evening Journal* of April 12th says:

It is war to the knife between the Knights of Labor and the Seamen's Union, which last season seceded from the Knights of Labor and is acting independently. President Dolan, of the Knights of Labor, said this morning that his organization has come to Chicago to stay, that it is a unit at Milwaukee, Sheboygan and Manitowoc, and has a strong organization all over the lakes. The Cleveland branch was organized last night and the branches at Buffalo, Erie, Ashtabula and other Lake Erie ports, on the Welland Canal and on Lake Ontario have been in working order for a long time.

This season the Knights of Labor have made a contract with various associations, and will co-operate with the vessel-owners. This is a radical change in the conditions, the natural state being for owners and seamen's unions to fight it out on one line. Dolan says his union will work in harmony with vessel owners and the Knights of Labor organization, which reaches all around the world, is part and parcel of the contract, and will back him up, if necessary, against all other seamen's organizations. He adds that the by-laws of his organization describe that all questions and strikes be settled by arbitration. The rate of wages fixed by the Knights of Labor is on a sliding scale, based upon the prevailing rates of freight. At present it is $1.75 per day, while Elderkin's Seamen's Union asks $2.

Vessel owners are elated over the contract with the Knight's of Labor, and go so far as to say that Dolan's union is the only regular one—that the "Chicago Seamen's Union" is an irregular body. The Knights of Labor headquarters are at 2 Franklin street, Ben Smith representing the vessel-owners. At seamen's headquarters on Canal street, it was said this morning that Dolan would be driven out of town inside of a month."

P. H. Fleming & Co., Vessel and Insurance Agents, have removed to more commodious offices at 2 and 4 Sherman street.

Captain Daniel McLeod, of Buffalo, was here Monday. He has visited Duluth and West Superior, and will pay Bay City a visit on his way back to Buffalo. He is obtaining information for the Inland Lloyds supplemental list soon to be published. Captain Dan has a large circle of friends in Chicago, all of whom are glad to give him a hearty shake of the hand and a kindly welcome.

The steamer City of Paris and Sitka left here Saturday morning for Buffalo. They were the first of the grain fleet to leave this port this season. A large fleet have left since.

Captain Edward Napier is having a new passenger steamer built at South Haven. She will cost about $10,000, and is expected to carry 400 passengers. She will ply between the lake front and the world's fair.

Lumber freights to Chicago are quoted as follows: From Muskegon, $1.25; Ludington, $1.37½; Manistee, $1.50; Ford River and Menominee, $1.50; Mainstique (on the rail) $1.50; Cheboygan, $1.50 and $1.62½.

There has been considerable trouble here during the past week between the Union and non-union long-shoremen.

WILLIAMS.

### BUFFALO, N. Y.

*Special Correspondence to The Marine Record.*

The America and the Brazil are to be credited with being the first vessels both to depart and arrive at Buffalo this season.

The steamer Oneida which sunk at her berth in the Ohio basin about a month ago has been raised and put in dry dock. She rested on a pile which went through her.

There is a good deal of dock repairing going on both sides of Buffalo River, and the contractors have been dumping discarded piles into the river where being water-logged they partly sank. They form dangerous obstructions. The sidewheel steamer Shrewsbury, while towing, caught her port wheel in one end of one of these piles, while her hull pressing the other end into the mud, she listed heavily to starboard until the pile broke off about six feet below water. The accident was a peculiar one and was witnessed by many tugmen.

The City Elevator unloaded both the America and Brazil.

The Columbia which is to be launched this week at Murphy's yard is framed and timbered throughout very heavily in Kentucky oak, the freight on which was $15,000. The Columbia is an excursion steamer and measures 140 feet over all, 30 feet 8 inches beam. She is fitted with a fore and aft compound engine of 18 and 36 inches diameters and 27 inches stroke which will drive an 8 foot Trout wheel, steam is to be supplied at a working pressure of 140 pounds by a Riter boiler 9 feet in diameter by 16 feet long. The Columbia will carry 500 passengers with ease, and is expected to make 14 miles per hour on an 8 foot draft.

Nothing could be more unsatisfactory to vessel-owners than the aspect of coal freights. The Reading people announce their determination to not ship more than 3,000 or 4,000 tons more before May 1st, and they are not particularly anxious to do that. The Pennsylvania takes about the same stand, and they are the only shippers of consequence that have any stock on hand. Rates to Chicago and Milwaukee at 40 cents, and to Duluth and Superior at 30 cents are very weak.

The first arrivals of the Chicago grain fleet came in Tuesday night, when they begin to come in lively Harbormaster Doyle will have a nice job on his hands, there are nearly 200 vessels in port now, many of them not fitted out and where the scores of grain laden boats will find a berth is a problem.

### ACROSS-LINE GOSSIP.

*Special Correspondence to The Marine Record.*

TORONTO, ONT.—Hon. Mackenzie Bowell's reciprocity in wrecking bill has been reported by the committee to the Canadian House of Commons, and will in due course become law, if the United States Government carry out their side of the agreement. Mr. Charlton seemed to be the only member of Parliament averse to the measure. He said that nine-tenths of the tonnage being American, the same proportion ruled in wrecks in Canadian waters; therefore the advantage was now with Canadian wreckers. The new law, Mr. Charlton pointed out, would destroy this important advantage, and nothing would be gained in return. Canadian wrecking interests would be entirely wiped out. Mr. Charlton is the owner of divers wrecking tugs and outfits, hence his opposition to the bill. Mr. Bowell told him that the measure was in the interests of marine in general, rather than to benefit any one class of wreckers. This is a view which should have been taken by the Canadian Government long ago, when Mr. Kirkpatrick, a member of the opposition, brought the matter up in Parliament. The ground taken by the editor of THE MARINE RECORD was the proper one, and it is to be hoped that the United States Government will

not delay the consummation of the act. The inhumanity of the wrecking laws has long been painfully palpable to those most interested in the navigation of our great inland seas.

Engineer W. E. Redway's improved whaleback model is to be practically tested. I waited on that gentleman at his quarters as manager of the John Doty Engine Company's shipyard at this port, and he informed me that Mr. Marks, the well-known wealthy marine man of Port Arthur, and a few other gentlemen, have resolved to have an experimental vessel built. The contract is not yet signed, but all the preliminaries have been arranged ; and, under the personal superintendence of Mr. Redway, work will be started on this new whaleback at the Doty shipyard shortly. In an article which I wrote for the *Globe* of Toronto, and which appeared in the illustrated supplement of that paper on November 28, 1891, I gave a description of Mr. Redway's projected vessel. This craft will carry 750 gross tons on 9 feet draught, 1,200 tons on 12 feet draught, and 1,800 tons at 15 feet. Mr. Redway's model is fashioned like an Indian canoe: it has a flat bottom, with a fraction of keel at the stern to accompany the rudder. There are no bulwarks. The upper structures are compact—a cabin with concave sides to shed the seas at the stern, where the boilers and machinery are, and a small protection at the bows, which coterminate in a ram prow. The dimensions are: Extreme length, 180 feet; extreme beam, 42 feet; extreme depth, 19 feet 4 inches; light-load draught, 9 feet; deep-load draught, 12 feet. Tonnage—Displacement at light draught, 1,417 gross tons; displacement at deep-load draught, 1,890 gross tons; dead-weight capacity, 1,200 gross tons; dead-weight capacity, light, 750 gross tons. Machinery—compound engines, twin screws; cylinders, 15 inches and 27 inches by 24-inch stroke; pressure, 120 pounds per square inch. Speed—Ten knots at load draught; eleven knots at light draught. A cellular double-bottom will contain 450 tons of water ballast.

Two reporters met on the water front here recently, one of whom was making his first round. Jack was the veteran newsgatherer; Sam was the novice.

"Well, how are you making out?" cried hearty Jack.

"Poorly," growled Sam ; "I don't see where you get so much news. It makes me sick to go near the water."

About two weeks later they met again.

"You seem to be doing better now, Sam?" said Jack.

"Yes," Sam answered, grinning.

"Where do you strike so much good news?" Jack further asked.

"Would you really like to know?" Sam queried, striking his own chest with infinite satisfaction.

"Certainly," said Jack.

"I take THE MARINE RECORD of Cleveland," Sam vouchsafed. J. A. C.

## LAUNCH AT BAY CITY, NAVIGATION NOTES.

*Special Correspondence to The Marine Record.*

BAY CITY, MICH.—Capt. Lester, of Marine City, was in the city last week. He took the stand as an expert in the case of Burrows & Rust vs. the Delta Transportation Co. His barge the Tempest, will carry lumber from Georgian Bay to eastern points, her consorts will be the Coine, City of the Straits, and Brainard. The latter goes into the dry dock to receive new steel keelsons.

Capt. Powell and the Folsom estate have sold the barge Racine to Capt. A. Neal, of Port Huron. It is said the Mills Transportation Co. is also interested in the deal.

C. R. Hubbell's tug, the C. R. Wells, goes to the Au Sable river with dredge No. 4. The Maggie Ashton goes into the slings to get a new wheel.

The barge Antelope is the first boat to load this season. She takes lumber to Buffalo at $1.75.

The steam yacht Straightaway, owned by Ike Bearinger of Saginaw, is at Wheeler's yard getting overhauled, and will receive a new Roberts water tube boiler.

The first clearance of the season reported at the Custom House was Smith & Boutell's big tug the Traveller. She goes to Ashland, Wis. Their barge, the Agnes, goes up the river to load at C. K. Eddy's mill at Saginaw.

The keel has been laid at Davidson's yard for another schooner for the Davidson Transportation Co. She will be 210 feet keel, 35 feet beam, and 18 feet hold. She will be the largest schooner of the company's fleet.

The propeller R. G. Stewart has made her first round trip to Alpena. She has the honor of being the first boat of the season to touch at shore points. At Alpena she was greeted by shrieks of mill whistles.

The City of Berlin is the first arrival in the Saginaw river. She came up from Port Huron where she had been lying all winter, and went immediately to Davidson's yard where she will be repaired. Her stern is crushed in and will have to be rebuilt.

The Vandalia railroad line of boats, which are receiving an overhauling at Wheelers, will be officered as follews: Soo City—Byron Armstrong, captain, and Thomas Reese engineer; Minnie M.—James Modon captain, and Adolph LaFournier engineer; Lora M.—J. Driscoll captain, and M. King engineer; Ossifrage—A. G. Aldrich captain, and Louis Gelinas engineer.

The second trial in the Bay County Circuit Court of Burrows vs. the Delta Transportation Co., has been occupying the attention of the court during the past week. In this case the plaintiffs sue to recover damages for the value of a quantity of lumber burned in November, 1890, at Cheboygan, the fire starting, it was claimed, from a spark thrown out of the smokestack of the steamer Minnie M., owned by the defendants, Harvey G. Goulder, of Cleveland, assisted J. E. Simonson, of this city, and Chauncey Wisner, of Saginaw, to conduct the case for the defense. The jury returned a verdict of no cause for action. At the first trial the jury disagreed.

The large wooden steamship Uganda, built at Wheeler & Co.'s was launched today. Everything went off lovely. The Uganda is 308 feet over all, 41 feet beam, and 23 feet moulded depth. She will have triple expansion engines, 20, 32, and 54 inches, with a 42 inch stroke. Her boilers are of the Scotch type, 11 feet 6 inches in diameter, and 12 feet long. She also has a pony boiler which will furnish power for her steam capstans, windlasses, deck hoisters and pumps. She is owned by McBrier and others of Erie Pa., and will be put into the grain trade as soon as completed. J. P. R.

## A NEW "GARDEN CITY."

*Special Correspondence to The Marine Record.*

TORONTO, CAN.—The new sidewheel steamboat which is being built here by the John Doty Engine Co., under the architective management of Marine Engineer W. E. Redway, for the St. Catharines, Grimsby & Toronto Navigation Co., is to be called the Garden City. She will be launched from the Doty shipyard this week. Everything has been done by Mr. Redway to make the launch a success. The Garden City will be one of the handsomest and most commodious steamboat plying on Lake Ontario. Her length over all is 180 feet, just long enough to fill a lock in any of the Canadian canals; beam 26 feet; width over guards, 44 feet; depth, 11 feet; draught, with all her freight aboard and 500 passengers, 6 feet; guaranteed speed, 19 miles an hour; speed capacity, 18 miles. The engines will be double compound, with cylinders 28 and 54 inches in diameter respectively, by 48 inches stroke.

Not an ounce of iron has been put into the hull; it is steel from cutwater to rudder post, and the rivets used are of special quality steel. The hold is divided by six water-tight steel bulkheads into seven compartments, four of which will float the vessel if the others become stove in. Steam will be generated by two boilers of 1,100 horse power, which, beside running the main engines, will supply a small donkey engine with power to propel the electric light dynamos.

As the hull now lies on the stocks, its symmetrical proportions are well defined. The cutwater and sheer are palpably adapted to speed, and Mr. Redway has taken special pains to see that the rudder be not hung in the less substantial way peculiar to vessels built in the United States, as witness the mishaps of the whaleback steamer Wetmore. Capt. McDougal, the builder of the Wetmore, was warned by Engineer Redway that the rudder of that vessel would be certainly carried away if she went to sea. The prediction proved true; for the Wetmore got into serious trouble while on her ocean voyage as a conseqence of losing her rudder. The American mode is to attach the rudder simply at the top and bottom, but Mr. Redway follows the British style, and connects the rudder at intervals all the way up the stern post; hence, if the base fastenings happen to be destroyed in any way, the upper connections retain the rudder in position to steer the ship.

J. A. C.

## A TORONTO WHALEBACK MODEL.

*Special Correspondence to The Marine Record.*

TORONTO, ONT.—As considerable dredging was necessary before the steamer Garden City could be launched and it was impossible to get this finished by Saturday, the launch has been postponed until the 13th inst.

The steamer Carmona that last year ran between Toronto and Grimsby will this year make tri-weekly trips between Toronto and Charlotte, where it is expected a large freight and passenger trade will be had. Capt. Xaviere La France will again sail the Carmona.

Messrs. Ingles & Son who have the contract for the new boilers for the Campana are building them in the steamer, and have a large force of men working day and night so that they will be ready for the 1st of May. Chief engineer Frank White and his assistants are getting the machinery into shape for a start.

Mr. T. Marks, owner of the steamer Algonquin, and several other gentlemen interested in marine business are about to form a company to build a steel whaleback at the yards of Messrs. Doty & Co., from plans that have been drawn by Mr. W. E. Redway, when completed she will be placed in the Kingston and Lake Superior trade. Messrs. Doty & Co. have also received a contract to build a high-class steel steam yacht for Mr. George Gooderham, the well-known distiller. She will be built after designs from Watson, the celebrated Scotch designer.

The Niagara Navigation Co. have made the following appointments: Cibola—Capt. John McGiffen; engineer, William Walsh; purser, N. Harbottle. Chicora—Capt. W. H. Solmes; engineer, S. Wilson; purser, W. J. Chapman. Ongiara—Capt. James Harbottle. The Cibola and Chicora will leave here for Kingston about May 1st to go on dry dock to have an overhauling preparatory to commencing the season's business. The Chicora will commence her regular trips between here and Lewiston about the 15th of May.

Capt. Harbottle, Government hull inspector, was in Port Colborne last week and inspected the steamers Algonquin, Orion, Tecumesh and Clinton.

The tug Frank Jackman left here on Saturday for Whitby with a steam pump to be placed on the schooner Flora Carveth, which went ashore there last fall. She will be brought here to go on dry dock.

Capt George Williamson, of the schooner J. G. Worts, has been confined to his house for several weeks with brain fever. He is now getting better and will soon be able to be out again.

The steamer Rosedale will leave here for Port Arthur as soon as the Welland Canal opens. Capt. James Ewart has got her in fine shape for the season's business.

One of the Island ferry steamers commenced running this week from Geddes dock.

Capt. William Van Vlack will sail the steamer Enterprise with James McArthur as chief engineer.

Capt. Cornwall, of Cobourg, will sail the schooner Herber Dudley. Capt. Dolph Carson will sail the schooner Annie Falconer. SPARTA.

## GEORGIAN BAY ITEMS.

*Special Correspondence to The Marine Record.*

OWEN SOUND, ONT.—Commander Boulton and Captain McGregor arrived in Owen Sound last week, and have commenced to fit out the Government survey steamer Bayfield.

Last Monday, Charles Kenney, who is greaser on the Athabasca, and son of the chief of the Manitoba, had his arm and hand hurt quite severely. One of the brasses of the engine struck Kenny on the right arm, tearing the flesh into the bone, and smashing the base of the thumb.

Mr. Dowding will be steward of the Alberta this season.

Smith's new dock will be ready in a couple of weeks.

Engineer Charles Scott left last Monday for Detroit, where he will take charge of the Charlton as chief.

Captain James Dick was in town last week. The captain was in command of the first steamer that ever arrived in Owen Sound. She was the "Gore," and arrived from Buffalo June 20th, 1845.

The tug King was launched here Monday.

The fish tug Heather Belle left here Monday for her fishing grounds in the vicinity of Cape Croker.

The Revenue Cutter Constance, which was launched here last November, has steam up, and will be ready for duty in a few weeks. Navigation is now open at this port. The first passenger steamer will leave here about the 20th of the month.

The schooner Calliope, Captain Smith Conklin, arrived here Saturday with a load of red oak lumber, from White Cloud Island. The captain reports heavy weather outside, about four feet of her deck load being washed overboard in the gale Friday night.

The steam barge Kincardine went into dry dock Tuesday for repairs.

The tug Douglass is being fitted up. Captain John Ainslie will take command.

Captain Finlay McPherson arrived here Thursday from Kincardine to fit up his schooner, the Ariel.

Captain James Canaan is overhauling his two dredges for this season's work.

Captain McNabb, First Mate Hans Halveston, Second Mate John McIntyre, Steward Charles Harris leave here for Toronto this week to fit up the Campana. T. B.

## OGDENSBURG, N. Y.

*Special Correspondence to The Marine Record.*

Rodee & Bill have chartered the schooner E. P. Beals, with 22,000 bushels of wheat, from Detroit to Ogdensburg.

The water in the St. Lawrence is lower this spring than it was at any time during last summer.

James A. Wood, of this city, will be steward of the steamer Grecian of the Menominee line and J. Meagher will occupy that position on the steamer H R. James of the O. T. Co.'s Line.

Mate John McAvoy, of the steamer Wissahickon, and four others of the crew, left Saturday, for Chicago to fitout their boat.

The steamers W. A Haskell and W. L. Frost have received new upper decks and a general overhauling this spring. The Haskell has also received a new iron boiler house, which was built by the Detroit Sheet Metal and Brass Works and shipped here by rail in sections.

Mr. William Wise, of Buffalo, who has been appointed chief engineer of the Ogdensburg Transit Co.'s Line, arrived from Chicago Saturday where he has been looking after the machinery of the company's steamers wintering at that port.

Repairs on the steamer Oregon, which stranded near Crossover light last fall, are completed and she is now ready to sail.

Edward Davidson will be engineer on one of the O. T. Co.'s steamers this season. Mr. Davidson is a practical machinist and has been for several years employed in Nash Bro.'s shop.

The many Ogdensburg friends of Capt. Boland, of Buffalo, regret that he has sold his schooner, the E. P. Beals, as he was a frequent visitor at this port. E. C. R.

## WHALEBACKS FOR THE WEST INDIES.

*Special Correspondence to the Marine Record.*

DULUTH, MINN.—The Spanish American Iron Company, whose extensive mines are located twenty-four miles east of San iago, Cuba, will soon make a contrast with the American Steel Barge Company for the building of a large fleet of the steel whaleback vessels, under the patents owned by the Barge Company. The Iron Company has been developing its mines at Cuba for two years, and is now almost ready to ship ore. It will ship to Baltimore and Philadelphia. It is expected that part, at least, of the whalebacks wanted will be turned out this summer. Colgate Hoyt, president of the American Steel Barge Company, is also president of the Spanish American Iron Company, and S. P. Ely, of Cleveland, well known among Lake Superior mines, is vice-president and general manager. This Cuban company is inaugurating a new and peculiar scheme for loading its ore on vessels, and steam barge company officials claim their boats are peculiarly adapted for the business. They cannot build an ore dock at their harbor, so they will put up an elevated steel structure on the high shore of the bay, and at the top of the structure will put ore pockets. Flexible chutes, properly stayed, will extend about 150 feet to the vessel's hatches. This is simply on a somewhat larger scale. the method used to load grain into vessels from elevators.

Captain J. W. Miller, Duluth's harbor master, has just been ordered back to Washington in the interests of the city, the congressman from this district being an utterly useless accident of the Swede-alliance-hayseed order. Captain Miller had always been rated high as an ocean sailor and a story teller, but his experience in Washington during the early part of the winter proved him a splendid lobbyist. The captain is personally acquainted with most of the congressmen in both branches of the National Legislature, never forgets the point to his stories, always has a fund of them on top; like every old sea captain, believes no one is better than himself, has the courage of his convictions, and is always ready for anything and anybody. He has done Duluth and the deep water channel lots of good this winter. S. A. Thompson, secretary of the Duluth Chamber of Commerce, who has also spent the winter in Washington, has already made his mark as an advocate and exponent of deep water between Duluth and Buffalo, as well as an outlet to the sea. He is courageous, is a good talker, knows his subject thoroughly, and is in his element in a fight. He was also ordered back to the Capital this week. H.C. Crawford, late secretary of the Chapin-Wells Hardware Company of Duluth, has just been made purchasing agent of the American Steel Barge Company. He succeeds Captain Ira Harris, who becomes Captain McDougall's confidential adviser.

Stocks of wheat here now foot up as follows: No. 1 hard, in store, 1,923,604; No. 1 Northern, in store, 6,621,544; No. 2 Northern, in store, 1,644,475; total in store, 12,228,331; total afloat, 400,703; total all grains, in store and afloat, 12,964,571. Since this report the receipts have been 650,000 bushels.

Flour in store is now growing rapidly, especially the receipts from Minneapolis. There is here now as follows: St. Paul and Duluth warehouses, 119,143 bbls.; Eastern Railway, 15,022; Northern Pacific, 3,001; Imperial Mill, 12,531; Duluth Roller Mill, 2,030; total, 151,727. E. W. D.

## THE DECLINE OF AMERICAN TONNAGE IN THE FOREIGN TRADE.

In 1840 the value of exports and imports in the foreign trade of the United States amounted to $231,227,465, and at that time 82.9 per cent. was carried in American bottoms. In 1882 the value of imports and exports had increased to $1,567,071,700, of which only 15.5 per cent. was carried in American vessels.

The growth of American tonnage engaged in the foreign trade, practically ceased in 1855. Before that period it had increased for many years at the rate of about 12 per cent. per annum; but between 1855 and 1860, notwithstanding our exports and imports increased 8 per cent. per annum, or 40 per cent. during the five years, our tonnage employed in the foreign trade remained almost stationary, and the ship building industry, so far as it was directed to the construction of vessels for the foreign trade, rapidly declined. In 1855 our tonnage employed in the foreign trade was 2,348,358 tons, and in 1860 it was only 2,379,396; thus barely holding its own. In 1855 there were 507 vessels, of the classes usually employed in the foreign trade, built in the United States; in 1856 the number declined to 463, in 1857 it declined to 309, in 1858 to 168, and in 1859 to 117.

During the four years of civil war the American tonnage employed in the foreign trade declined from 2,496,894 tons in 1861 to 1,518,350 tons in 1865, a loss of 978,544 tons, or nearly 40 per cent. The decline of this tonnage since 1865 has been about 15.5 per cent., notwithstanding the value of our foreign commerce has increased from $604,412,996 in 1865 to $1,567,071,700 in 1882.

The success of iron steamships gave to England an opportunity to seize upon the carrying trade of the world, which she was not slow to take advantage of. So long as wooden sailing vessels engrossed the ocean trade the United States had the advantage in possessing cheaper materials for shipbuilding than any other maritime nation. But when it was discovered that iron could take the place of wood, and steam could be successfully substituted for sails in ocean freighting, then the tables were turned, because of the fact that England possessed so extensive iron and coal mines in juxtaposition near the sea, with cheap labor to work them.

These advantages, however, would not have availed England in the start if her government had not come to the aid of her shipping interests. By liberal mail pay, and even by guaranteeing 7 and 8 per cent. dividends to capitalists, the English Government secured the establishment of steamship lines to all parts of the world. Parliament, in 1854, established a board of trade, with its president a member of the ministry, for the sole purpose of looking after the interests of British commerce and British shipping. The merchant shipping laws of the United Kingdom were revised, so as to remove every burden from her merchant marine, and afford every possible facility for gaining possession of the ocean.

It is not surprising that the great advantage given England by the change in the ocean carrying trade from wood to iron and sail to steam, so signally strengthened by the co-operation and material aid of the British Government, and met only by a policy of inaction on the part of the Government of the United States, should have begun to check the growth of our tonnage for several years prior to 1860.

It is probable, however, that if the civil war had not come upon us just as we began to realize that our foreign carrying trade had ceased to grow, while that of England was rapidly extending, some measures would have been taken to regain the advantages which we were beginning to lose. But at this crisis the civil war came upon us, and not only engrossed our energies and capital from 1861 to 1865, but also swept from the ocean more than one-third of all the deep sea tonnage which we possessed at the opening of the struggle.

## LAUNCH OF THE LARGE STEEL STEAMER SAMUEL MITCHELL.

The fine steel steamer Samuel Mitchell was successfully launched from the yards of the Globe Iron Works Company precisely at 3 p. m. on Saturday, April 9th.

Notwithstanding a bleak cold wind was blowing, a large number of prominent people attended to witness the virgin plunge of the mammoth structure into her natural element.

The astronomical observer at the "Globe" signalized Superintendent John Smith when the sun had descended to a point 44° 59′ 59″ to the west of the shipyard, at which time Miss Annie P. Mitchell, the owner's daughter, and Miss Cora Wilford, daughter of Captain Thomas Wilford, accompanied by Mr. Luther Allen, secretary and treasurer of the company, stood ready at the stem to perform the christening ceremony. At three hours p. m. apparent time at ship Mr. John Smith majestically waved his starboard fin, and the hull went sailing away to leeward on *terra firma*. The moment her keel struck the limpid waters of the world-renowned Cuyahoga, Miss Annie P. Mitchell, with the utmost grace and composure, made a simultaneous contact by breaking a bottle of Pomerey Sec over the stem head, and christening the steamer Samuel Mitchell amid the hurrahs of the assembled multitude and the tooting of numerous steam whistles.

The Samuel Mitchell is a heavily plated steel steamer of 1,800 tons register, and has a carrying capacity of 2,800 tons on the ordinary lake draught. She is 308½ feet in length over all, with 292½ feet keel, a molded beam of 40 feet, and a molded depth of 24½ feet. She has two steel decks, and is built with a view to great strength. Her engines are triple expansion, with cylinders respectively 20, 32, and 52 inches in diameter, with 42 inch stroke of piston. Her boilers are 14 feet in diameter and 12½ feet in length. She will carry three pole spars, and is a sister ship to the steamer Republic.

There was in attendance many of the most prominent members of the Civil Engineer's Club, who had been personally invited to witness the launch. The visitors numbered more ladies than usual, and at least two hundred were on board the boat when she went into the water. Captain Samuel Mitchell, of Negaunee, Mich., the owner of the steamer, and a party of friends, filled the decks at the bow, while a large number of visitors thronged other parts of the decks.

Among the well known persons at the launch we noted Mr. John F. Pankhurst, general manager of the Globe Iron Works Company; Captain Mitchell and daughter, Miss Annie; Captain Thomas Wilford, and daughter, Miss Cora; Mr. Luther Allen, secretary and treasurer of the Globe Iron Works Company, and Mr. Ashburn, purchasing agent; Captains Murch, De Wolf, Swartwood, Frank Wright, Mr. Cowles, Mr. Richardson, Mr. Frank Morrison, Mr. J. R. Oldham, Mr. and Mrs. Mocate, and many others.

## OFFICER APPOINTMENTS.

General Manager Caldwell has made the following appointments for the steamers of the Western Transit Company for this season: Albany, A. J. McDonald, master; M. J. Laney, engineer. Arabia, Patrick Shea, master; Patrick Welch, engineer. Badger State, James Kennedy, master; J. W. Brooks, engineer. Boston, Donald Gillies, master; S. B. Muirhead, engineer. Buffalo, Dugald Buie, master; William McNulty, engineer. Chicago, F J. McCabe, master; F. A. Miller, engineer. Commodore, R. D. Gardner, master; Moses Trouton, engineer. Empire State, John Cassin, master; George Hale, engineer. Harlem, Frank Williams, master; J. N. Gregory, engineer. Hudson, Valentine Jones, master; Henry Hess, engineer. Idaho, G. W. Bryce, master; James Anderson, engineer. Steam lighter McCormick, stationed at Chicago, M. A. Huntley, master; L. F. Monroe, engineer Milwaukee, Michael Folan, master, L. G. Gebhard, engineer. Montana, Alvah Shaver, master; William Tibby, engineer. Syracuse, J. H. Dissett, master; G. W. Phillips, engineer. Vanderbilt, Robert Murray, master; Fred. Hale, engineer.

Captain McDougall has made the following appointments to the fleet of the American Steel Barge Company: Steamer Thos. Wilson, captain, John McArthur; engineer, J. E. McSweeney; Samuel Mather, captain, J. H. Smith; engineer, Brown; James B. Colgate, captain, W. W. Smith; engineer, R. S. Blauveit; Colgate Hoyt, captain, W. H. Kilby; engineer, Gilbert Newton; E. B. Bartlett, captain, L. P. Goodale; engineer, Albert Badger; A. D. Thomson, captain, A. P. Chambers; engineer, Earnest Sampson; barge 101, captain, S. Jones; 102, captain, E. Peabody; 103, captain, R. W. Hayes; 104, captain, Thomas A. Green; 105, captain, James Burr; 107, captain, William S. Hoag; 109, captain, John Gillies; 111, captain, E. Emanuelson; 115, captain, Thomas Tobin; 116, captain, Gus. E. Atkinson; 117, captain, Wilbur Holridge; 118, captain, James Leahy.

## COMING UP TO BLOW.

Mr. Fred. A Ballin, general manager and a stockholder of the Detroit Boat Works, as a marine architect and shipbuilding expert, is probably one of the best in the country. To him Mr. George C. Baker, of Chicago, a wealthy capitalist, unfolded his plans for the construction of a submarine vessel, and Mr. Ballin finding the principles correct, proceeded last spring to build this submarine monster on as near the lines of a torpedo fish as anything that we know of, and a preliminary trial was held early last week. She was then pronounced a success, and on Saturday a further trial was given with a crew of three on board. Under water the boat was able to obtain a speed of over ten miles an hour, to turn around, and rise or sink with the greatest ease. She was submerged several times under different circumstances and proved that the peculiarly constructed propellers were well adapted to their purpose. It was also proven that in sinking or rising she maintained a horizontal position, a matter of great importance to the submarine boat. The vessel is equipped to run by steam power while on the surface, but underneath the water the motive source comes from a powerful electric storage battery, the cells being charged by the same engine that runs the boat on the surface. The trial was a perfect success and showed that a submarine boat is not only possible, but practicable. The advantages of such a craft for torpedo services in harbor defense in times of war will be readily suggested to naval engineers. The present boat was built more as an experiment, being forty feet long, fourteen feet deep, and nine feet beam. She excited some curiosity all last year at the yards of the Detroit Boat Works.

## LAKE CURRENTS.

The City Engineer of Duluth, Minn., Mr. E. H. Keating, made some interesting experiments last summer to determine the drift of currents near Duluth for the purposes of extending the water works supply. In his annual report Mr Keating sums up his current observations as follows:

"A number of sheet iron floats were placed at different times at uniform depths of 10, 20 and 40 feet, and fheir positions recorded when placed in the water.

Shortly after the first series of floats was started, a strong breeze from the south-west sprung up which carried them along with it in a direction nearly parallel to the shore.

It is to be regretted that during the following night some large rafts of logs were towed to the city directly over the course taken by the floats so that the buoys to which they were secured were destroyed and sunk. Most of the apparatus was thus lost before any result could be obtained. Subsequent observations, however, as far as they go, tend to show that there are no regular currents along the north shore where these floats were immersed. The floats and attached buoys invariably followed the direction of the winds, or nearly so, and unfortunately no period of continuous calm weather was available within which to make any examination.

The observations made through the ice confirm the conclusion that there is no continuous perceptible current in any one direction anywhere near the shore within the limits above defined.

From observations taken for many years by the army engineer corps, it appears that the extreme rise and fall of the lake, at long intervals apart, in this vicinity is about three feet. That is, the water, by the action of prevailing winds and other causes, has been known to fall as low as one foot below city datum, while at other times it has risen as much as two feet above the same datum, city datum I understand, having been taken as the average level of the water in the harbor near the canal during the winter of 1873, and is the same as the datum established and used by the government engineers.

It seems probable to me from my limited observations, that whatever currents there may be at the head of the lake are variable, and are dependent upon three things, viz:

First, the wind; second, the state or height of the water at the time, and third, the volume and flow of the St. Louis and other rivers discharging into the bay.

To be of value any observations undertaken for the more accurate determination of these currents, would have to be continuous for a long period of time, and would necessarily involve very considerable expense. Simultaneous observations should also be made at other localities around the lake for purposes of comparison."

# Literary Notices.

The April Pilot Chart of the North Atlantic Ocean, published at the Hydrographic Office, Bureau of Navigation, Navy Department, was received somewhat late for notice in our issue of April 7th., and we are now pleased to say that this valuable guide to North Atlantic commerce, has become a standard authority for Western Ocean interests. Lieutenant Commander R. Clover is Hydrographer, Lieutenant H. M. Witzel has charge of the Division of Marine Meteorology. The April chart contains a review of the North Atlantic Hurricane of Feb, 13, Dangerous Obstructions to Navigation Along the Coast, Locations of Ice and Fog Reports, Weather Forecast for April etc.

The "Waterways Journal" is the title of a new sixteen-page weekly which has taken the place of the St. Louis "River." Captain Abbot Veatch, is at the helm as editor, and the make-up is that of an enterprising business-like class paper, which is bound to succeed in developing the maritime interests of the Mississippi, and we hope pour shekels into the coffers of its publishers. The defunct "River" was a spicy and able supporter of river interests, and "The Waterways Journal," having double the capac ty, we look for a more extensive exponent of Southern maritime progression.

We are in receipt of the March number of the "United States Official Postal Guide," being the official organ of the Post Office Department under authority from John Wanamaker, Postmaster General. The volume contains minutes of a conference of postmasters, held at the Post Office Department, upon invitation of the Postmaster General, on March 9th, 10th and 11th, 1892, for the purpose of discussing subjects of interest to the service, and ways and means to increase the postal revenues, and, if possible, to decrease the postal expenditures without impairment of the service. It seems to us that conferences of this description are for the b st interests of the entire service, and they should be held annually, so that practical suggestions and well-timed changes might be acted upon without going through the usual red tape circumlocution of official correspondence. The Postmaster General has and is making himself felt in a manner that puts his predecessors in the shade.

With the compliments of Howard Place, 162 South street, New York, there comes to our exchange table, through the courtesy of Frank G. Overbeke, 112 Woodland-ave, Cleveland, O., a handsomely illustrated catalogue of yachtsmen's outfits. Cuts of everything in the line of uniforms that yacht-owners, officers and club-members require, is contained in its pages, and, as Mr. Oberbeke is an enthusiastic yachtsman himself, his agency for the New York house enables him to furnish all lake yachting institutions their uniforms at the lowest eastern prices.

Beeson's Inland Marine Guide for 1892 is one of our most welcome arrivals this week. The annual is now established as a standard work among shipping people, as 1892 marks the fifth edition; and the author is evidently bent upon enhancing the value of his book each year. The Guide for 1892 contains a complete list of steam and sail vessels owned and operated on the Great Lakes, a digest of Custom House laws, Pilot Rules for the Lakes, Rules of the Steamboat Inspection Service, and a mass of valuable marine data of paramount importance to all connected with the lake marine. The work may be ordered from the publisher, Harvey C. Beeson, Detroit, Mich.

Our thanks are due to J. J. Grylls, Esq., Secretary of the Mercantile Marine Service Association, Liverpool, England, for a bound copy of the "Reporter" for 1891. The "Reporter" is published monthly by the Association, which has been established since 1857, and is the recognized head of the nautical members of the merchant service. The executive council of this grand technical organization is composed of not less than forty members, seven-eighths of whom are, or have been commanders in the merchant service. The corporation while receiving the warmest sympathy and support of shipowners, is governed entirely by nautical men in the interests of masters and officers particularly, and the merchant service generally, a monthly volume emanating from such a source can not but contain highly interesting reading to those who follow the profession, and we are much pleased to acknowledge our gratification at receiving the annual volume from the Association.

We are pleased to acknowledge the receipt of the "annual report of the Chief Engineers, U. S. Army" for 1891 embodying the work of river and harbor improvements carried on at all Coast, Lakes and River ports in the United States. The ordinary citizen can form no idea of the enormous amount of new work, improvements, surveys and repairs carried on under this important branch of the Federal service, six large volumes is consumed in treating upon the works now in progress and recommended for future action. The reports of the officers of the corps in charge of the several lake districts are comprehensive and seem to fully grasp the future importance and growing needs of lake commerce, due stress being laid upon the decaying material contained in the superstructure of all breakwaters, piers, jetties, etc., as built on the lakes. This we hope will soon be amended by a more general uses of concrete blocks and experiments are now being made in this direction, considering the varied interests at stake, and the vastwork carried on, it may be easily conceived that none other than a highly trained corps of skilled engineering scientists could attempt to cope with the large national improvements entrusted to the Corps of Engineers U. S. A., and each succeeding year but demonstrates the value of the high state of efficiency to which the Corps is held by the successful completion of important undertakings invariably based on the best scientific results of skilled study. We shall be pleased to consult the annual reports from time to time and to furnish our readers with more complete details of special localities and the improvements being carried out at these points.

## LEGISLATION SCANNED AT WASHINGTON.

Secretary Charles H. Keep of the Lake Carriers' Association has been attending to legislative matters at Washington and reports good work done in the lake interests. He says the Hon. D. N. Lockwood was largely instrumental in securing the repeal of the obnoxious law requiring guns and projectiles on lake steamers. Lake vessel owners have been trying for three years to get this law repealed, and this time the opposition headed by Cabot Lodge of Massachusetts, was quite strong, but when it was found that all the guns for the service were made in Massachusetts, that was concluded to be the reason for Mr. Lodge's objections. The motion to repeal the law was carried by a large majority.

Important progress was also made in Senate Bill No. 1,310, providing that vessels clearing at one lake port and stopping at several others before the port of final entry, should be required to file a manifest and take out a new clearance at each intermediate port touched. There was much objection to this from owners of package freight carriers in coasting business on account of the numerous complex manifests which they would have to make out. In the Goodrich Line, for instance, one of their steamers make 350 intermediate stops in a season, and that company naturally objected to making out a complete cargo manifest and clearance at each port. Mr. Keep, seeing the force of this objection, drew up an amendment which exempted package freight lines from this provision, as advocated in THE MARINE RECORD, but required them at the end of the season to file at each port a statement of the business done there. As the lines make out reports of this kind for their own use, they would be at very little extra expense under this amendment. The bill in its original form has passed the Senate and the House Committee on Commerce has reported it favorably with the above amendment, so Mr. Keep says there is very little doubt of its passage.

An important action is also being taken in the Lighthouse bills, in that it is proposed to put all the lighthouses in the country, lake and coast under one appropriation like the River and Harbor Bills. For this reason the individual appropriation bills are being held back. Secretary Keep speaks very favorably of the idea, and says very handsome provisions will be made for the lakes under the plan. He fears insufficient appropriations, however, for this year.

## REPORTING CARGOES.

The H. R. bill 7888, in relation to the coasting trade of the Great Lakes, Sec. 3117 reads as follows:

If any vessel so enrolled or licensed shall touch at any intermediate port of entry in the United States and there discharge cargo taken on board at an American port, or at such intermediate port of entry, shall take on board cargo destined for an American port, the master, owner or agent of such vessel shall report such lading or unlading at such intermediate port of entry within twenty-four hours from the time such lading or unlading of cargo as completed, by delivering to the collector at such port of entry a manifest setting forth the name and tonnage of such vessel and the name of the master thereof, with a description of the kind and quality of cargo laden or unladen at such intermediate port of entry and the name of the port or ports from which such cargo was received, or to which it is shipped, as the case may be; and the master of such vessel shall enter on his manifest obtained at the original port of departure, cargo laden or unladen at any intermediate port or ports other than intermediate ports of entry, which he shall deliver to the collector at the port at which the unlading of the cargo is completed within twenty-four hours after arrival, and shall subscribe and make oath as to the truth and correctness of the same. All manifests herein provided for at any intermediate port shall be subscribed by the master, owner or agent of such vessel, who shall make oath as to the truth and correctness of the same.

## OCEAN DEPTHS.

The eight or nine mile depths in mid-ocean, declared very probable by Maury, are not found by later actual investigation, according to the "Engineering News." A depth of five or six miles is very exceptional, and the average appears to be about 2,500 fathoms for the waters of the globe. The greatest depth yet found is 4,575 fathoms (5.2 miles) south of the Ladrones, and 4,561 fathoms north of Porto Rico, near St. Thomas. The deepest sounding, then, in North Atlantic, is 4,561 fathoms, and in the South Atlantic bottom is always found at a less depth. The Mediterranean gives 2,150 fathoms as a maximum to date, and the deepest known water in the Indian Ocean is 3,199 fathoms. The polar basin seems to grow shallower as the North Pole is approached, and bottom was found at 72 fathoms in the most northern sounding made. These soundings, so far as made, also disprove the theory that the ocean bottom is a counterpart of the dry land in its irregularity of surface. It has its peaks and deep gorges, but, as a rule, the surface lies in very gentle undulations, without abrupt or steep slopes.

## COMMODORE PERRY'S SEXTANT.

BUFFALO, N. Y., April 9th 1892.

*To the Marine Record.*

Noticing the statement under the heading of "An Historic Relic" in your last issue, relative to Commodore Barclay's quadrant being presented to the Western Reserve Historical Society, I wish to say that I have in my possession the sextant which, belonging to Commodore Perry on his flag-ship Lawrence in the battle of Lake Erie, September 10, 1813, was afterwards presented to my father, Daniel Dobbins, by Commodore Perry, on his giving up his command to Commodore Sinclair. D. P. DOBBINS, Superintendent of the 9th Life Saving District.

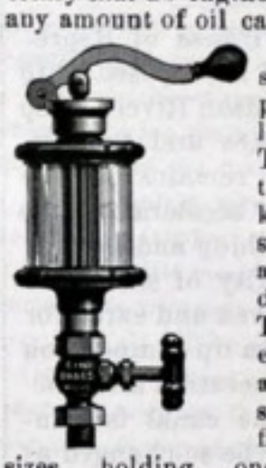
## LAKE CHANNELS AND LAKE LEVELS.

Discussing the effect of improving the lake channels so as to give a greater depth of water in the waterways connecting the chain of lakes, the Detroit *Tribune* sensibly observes:

Justin R. Whiting and Wyllis C. Ransom, in their communications relative to the deep channel project, discuss the subject with serene disregard of the nature of government operations, both past and prospective, having for their purpose the removal of obstructions to navigation and the deepening of navigable channels. In both communications there are references to the removal of "natural barriers" by government operations, and it is presumed, as a matter of course, that the removal of these "natural barriers" results in an increased volume of flow through the deepened channels. This presumption is without foundation. It is one of the elementary rules of waterways construction and improvement that the volume of flow shall be maintained, and neither increased nor diminished. Government operations throughout the system of great lakes have invariably conformed to this rule. Every precaution is taken, where necessary, to maintain the volume of flow at its normal dimensions. This is done in some instances by filling up a portion of the channel with the products of excavation, and in others by building dykes cutting off the flow through useless channels and diverting it to the channel undergoing improvement. The consequences of deepening a lake channel without taking these precautions is well understood by government engineers. They do not excavate channels for the purpose of increasing the flow from one lake to another, but to increase the depth of the waterway and remove obstructions. Every one with a smattering knowledge of engineering is aware that this can be done without disturbing the volume of water discharged through lake outlets. As a matter of fact all the government operations put together have not perceptibly increased any discharge from lake to lake. It is therefore absurd to suggest, as Mr. Ransom does, that an investigation be made as to the probable effect on the lake levels of the excavation of a twenty-foot channel. There will be no larger volume of flow through the deep channel than through the present channels, simply because the cross section of the current will remain the same as before. This is a point of construction that is always looked for.

## LUNKENHEIMER'S GLASS BODY OIL PUMP.

OUR ILLUSTRATION BELOW SHOWS ONE OF Lunkenheimer's Glass Body Oil Pumps, and is a very important adjunct to an engine. This is intended as an auxilliary to the sight feed lubricator, and is in fact so necessary that no engine should be without one. With this pump any amount of oil can be supplied to the cylinder at any time.



The advantages of this can readily be seen when starting up the engine, or suppose an accident happen to the sight feed lubricator in the breaking of a glass tube. This would cause great annoyance, but all this can be obviated by having one of Lunkenheimer's Glass Body Oil Pumps on the steam chest or cylinder. These pumps are simple and practical in construction, durable, efficient and very ornamental. They have been adapted by the leading engine builders in the United States, and are highly endorsed by them and thousands of other users. They are strictly first-class and warranted; made in two sizes holding one third and one pint respectively, and furnished highly finished either in brass or nickle plated. The glass body shows the stage of oil. It will pay you to investigate this useful article, as it can save its cost many times over in a year. Can be supplied by any dealer in brass goods or by the Lunkenheimer Brass M'f'g. Co., Cincinnati, Ohio, U. S. A. The 1892 catalogue of superior steam specialties, valves, lubricators, glass oil and grease cups, etc., will interest you. Write for one.

## WILD TALE OF THE SEA.

The brave ship Gewhiz, at the dawn of the day,
Toward a far-distant country went sailing away.
She hoisted her gang plank and cast off her sails,
And her tall anchor bent to the fresh'ning gales,
With her cabin well loaded with silver and gold
And her passengers all stowed away in the hold,
With her compass all set and her rudder unfurled,
She swept on her course through the watery world.

The gulls gamboled free in their green, briny bed
And the gay dolphins sung in the rigging o'er head,
As the captain walked aft with his mast in his hand,
Where the man at the bowsprit stood waiting command;
He stepped on the capstan and lifted the mast
And scanned the wild waves that went scurrying past,
Then, leaving the cook to take charge of the deck,
He went down the porthole to moisten his neck.

But soon in the weather there came a change,
Old ocean began to behave very strange,
A big wave seemed threat'ning the vessel to wreck,
And the black clouds came rolling right over the deck.
The sailors all hung to the rigging for life
And the mate went down-cellar to write to his wife,
And the captain emerged from the regions below
To see what the devil was shaking him so.

The stout vessel squirmed like a kid with the croup,
She unshipped her compass and busted her poop,
And the captain fell down from the hurricane deck
And got a black eye on the back of his neck.
The torn rigging flapped and the creaking sails bent,
And the cook's Sunday breeches to Halifax went
And the bo's'n remarked, with a tear in his eye,
"There are boats for the men, but the women must die"

"All hands to the mush-pot!" he yelled to the tars,
"Come, shorten the halyards, take in the spars
And throw all the passengers overboard, quick!
Or we'll go to the bottom in spite of Old Nick!"
The sailors all sprang his behests to obey,
But the man at the rudder was blown clean away,
And the good ship meandered away to the lee
And stood on her head in the trough of the sea.

—Mortimer C. Brown in Chicago *News*.

# The Marine Record.

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☞ Subscribers and others are respectfully invited to use the columns of THE MARINE RECORD for the discussion of pertinent topics and all matters relating to the welfare of the Lake Marine. N. B.—We do not hold ourselves responsible in any way for the views expressed by our correspondents. Contributions must in every case be accompanied by the full name and address of the writer, and be at this office not later than Wednesday morning.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., APRIL 14, 1892.


IN the amalgamation of vessel-owning interests on the Great Lakes the Cleveland Vessel Owners' Association would do well to hold on to their organization until the new order becomes established, that is to say, a hasty dissolution ought not to be countenanced. The tonnage now in the Association could pay their dues to the general treasury as well through their present secretary as by any other means. There is lots to be said in favor of a general and inclusive organization and a strong effort should be made to bring all possible interests into line

A BILL has been introduced in the House of Representatives providing for a survey of a proposed ship canal connecting the lakes with the Hudson River. Deep water communication between the lakes and the seaboard is a foregone conclusion, it only remains for the present Congress to have the honor of accelerating the project, or the alternative of doing nothing and thereby retarding the development. The majority of sailing interests on the lakes are not moving heaven and earth for the success of a measure which will open up competition in the carrying trade, but, the next generation must accept the inevitable, and by the time the canal is completed the transportation industry may be so changed as to bring palliating if not beneficial features into the business.

SENATOR James McMillan, of Michigan, is interesting himself in the Senate to find out just why vessels for the U. S. Government may not be constructed at Lake shipyards. The standing remains of an abrogated treaty is apparently the cause of this illogical and unfair discrimination between citizens of the United States, and if so, the Senator will doubly damn it by working for a second Presidential proclamation of its nullity. The large iron, steel, composite and wooden shipbuilding yards of the Great Lakes want work. Barkis like "they are ready and willin" to fulfill all orders, Having brought the lake marine to a level of superiority they are now desirous of placing their handiwork on the oceans of the world, both in naval and mercantile circles, and no moss covered nullified treaties ought to be permitted to stand in the way of their competing for ship construction of any form, type or service.

THE ways of the Chinese are proverbially devious, yet they are not a circumstance to the contradictory wind vane style of action which the Congresses of 1891-92 have brought to bear upon the mail subsidy project. The last Congress after going into the subject thoroughly, was eminently convinced of the commercial beneficience to be derived from carrying our own mails instead of sending correspondence as well as freight to South American ports via England, etc. To accomplish this desirable end and so that trade would follow the flag, the Postmaster General was authorized to receive bids for the carriage of these mails. It is now learned that a bill has passed the House and is on its way to the Senate seeking to repeal the steamship subsidy act. After the voluminous reports and numerous arguments brought to bear on this question last year there should be no further action taken against its adoption. The Farquhar tonnage bill as well as the mail subsidy bill are both worthy of support and present the only known means for a rehabilitation of our oversea mercantile marine.

POSTMASTER GENERAL WANAMAKER may have grasped the postal service and mailing arrangements of the country in a more comprehensive manner than any of his predecessors, but the postal service which require a portion of three days to handle and deliver second class mail matter between towns only a few miles distant has certainly a screw loose, a hole in the skimmer as it were, or there is a lack of superintendence. Wonder why some one don't tell the big chief that it takes from Thursday to Saturday to make an exchange of second-class mail matter between Cleveland and Detroit? If the secret service officials were put on the scent they might ascertain from the postmasters of the above named towns that one of the most superior Lines of steamers in the United States traverses this distance in a few hours, and by sorting the mail en route a valuable twenty-four hours could be saved during about nine months of the year. A supplementary mail put on board a D. & C. Line steamer at 10 p. m. would have four hours for delivery after arrival, and then discount the present antediluvian method by a whole day and night. Why not apply this service?

## *BAR POINT LIGHTSHIP.*

Several vessel-owners not having paid their private light assessments for last year no provision has been made for the Bar Point Lightship this season, and that important location will have to go unmarked, unless some arrangement is made for a continuance after several groundings of valuable vessel property has taken place. It is universally conceded that supporting the establishment of private lights for general and national uses is wrong in principle, but what are the men handling the commerce of the Northwest to do? Simply and solely pay out a share of their earnings to save the remainder! If the action of Congress had been depended on during the past several years the lake commerce would have been retarded a decade at least, and now that the lake tonnage has assumed such splendid proportions as to be the back-bone of the United States mercantile marine, the apathy and possibly the ignorance of congressmen on marine affairs is responsible for exacting not only an unjust tax on vesselmen but irreparable injury to the present industries of the great North-west. Should the combined action of vessel-owners cause a cessation of lake commerce through the inadequacy of aids to navigation, for only a few days, we venture to say that the chief magistrate of the nation would soon realize that a commercial revolution of alarming proportions was centred in the north-west, then, prompt steps would be taken for the public weal. and lights, where lights were needed, would soon mark such ranges and turning points that vessels could not get ashore, so as to longer delay commerce, for want of an illumination. The president ordered the blockade at the St. Clair Canal to be raised in short order, at the requet of a Detroit firm of vessel-owners, and the same authority has, no doubt, the power to order the continuance of a light which has the best possible plea for its *raison d' etre* in that it has been kept stationed for several years by private subscription. The Bar Point Lightship is a necessity to safe navigation at this time, and the government should now take a turn at its keep up.

## *RAILROAD ENCROACHMENTS.*

The entire history of railroad developments, especially in the immediate vicinity of lower lake ports has been and is to-day marked by the most illegal and unwarrantable methods of encroachment ever perpetrated by extensive monopolies on a quiescent, patient, though educated commonwealth.

How much longer the octopus like attributes of these legislature purchasing "want the earth and will use it" landshark grabs, are to be allowed to continue in their rough shod systems of obtaining all they desire, we know not, yet, it is in the power of those newspapers and periodicals of the lake States (not already under the heel of railroad influences) to point out to the people the incessant accumulations and encroachments which these keen coteries of commercial and agrarian duplicity insist upon embezzling from the people's exchequer.

The constantly recurring though plausible attacks made upon the now much used navigable rivers, channels and waterways of the Great Lakes, and the firm honest protests entered against these monopolistic steals of commercial and transportation rights and privileges, will no doubt go far towards warning the people of what may be termed the assumptive assurance of those who direct the movements of the "iron horse" and its commercial appendages.

With the methods of aggrandizement pursued by railroad magnates at interior points we have no possible concern. It is only when these absolute rulers of "ways and means" attempt to filch from the lake commerce its natural and God given navigational facilities that a voice can be heard from the marine fraternity, and it is a fortunate circumstance for the Northwest at large, that there is at least one element which can not be subsidized or overawed by the sinister influences of these giant corporations.

The vessel owning community of the Great Lakes is regularly called upon to elucidate the eventual results of would be railroad schemes in their relation to the obstruction of both local and national navigable waterways, and were it not for the broad and comprehensive views entertained by the Engineer Corps of the War Department, under whose charge the conservancy of channels, fairways, rivers, etc. are placed, the Constitution of the Republic would be violated almost every month in the year and probably every day of the week, while the work of violation was in progress. The oft recurring inquiries into the demands of the railroad corporations to build bridges, drive piles, alter dock and boundary lines and otherwise encroach upon navigable waterways fully bear out the assertion that these immense combinations assume or knavely believe in their omnipotent supremacy over the will, rights and privileges of the people, who, *nolens volens*, must submissively bend the knee to the march of monopolistic progress as evidenced by the right of might.

Hitherto the interests of navigation have ably contended against this hydra headed monster of usurpation, in spite of all lobbying tactics, local steals have been perpetrated we admit, but, when general maritime interests have been placed in jeopardy, the owners of floating property usually get to the front and offset the machinations of their transportation competitor and whilom enemy. The Detroit River bridge scheme, affecting as it would have done the greater portion of lake tonnage, was nobly fought to an issue and conquered, for the time being. The gateway now sought to be thrown across the entrance to St. Louis Bay will we hope also meet the same fate, nor do we question the result of the railroads' petition to secure control of the Chicago River. The War Department is the proper conservator of the navigable waterways and the specious arguments of wily advocates can make no impression in that quarter when the rights of the Nation are in question.

As indicating the procedure of railroad companies we quote the following case brought before the Circuit Court in Akron, Ohio, this week by ex-Congressman Burton:

"The relator, Mr. Russell C. Humphrey, Mr. Burton's client, owns a quantity of land on the Ashtabula River, above the Lake Shore freight bridge. He says that the defendant company owns and operates a branch line extending from Lake Erie, at Ashtabula Harbor. The route of the branch line crosses Ashtabula River at a distance of about a mile from the mouth. At the place of crossing the Lake Shore has for nineteen years maintained and operated a bridge for the passage of freight trains. In the original construction of the bridge, in September, 1872, there was a draw therein affording a passage of thirty-six feet in width for the passage of vessels and such articles of commerce as might be floated on the river. In 1880, as nearly as the relator can ascertain, the draw was removed and a truss bridge was, located by the Lake Shore across the river there, where it is still maintained. The frame work of the bridge is located some twelve feet above the usual level of the river and there are abutments at each end which extend for a considerable distance in the bed of the stream. The Ashtabula River at the place of crossing is about 140 feet wide. At the middle it is not less than twelve feet deep and as the relator is informed at the time of constructing the bridge there was eighteen feet in depth. From its mouth to a point a considerable distance above the river is a navigable stream upon which for nearly all the distance below the bridge on both sides of the channel, docks are located doing a very large business in the handling of various freights brought from or carried out upon Lake Erie and connecting waters by boats and but for the obstruction caused by said bridge, docks would be located and freight handled by boats above the bridge.

The bridge was first constructed and the truss bridge located without the consent of the Board of Public Works of Ohio and without lawful authority from any source.

The bridge is a nuisance, a great and irreparable injury and an unlawful obstruction to a navigable stream located within the State of Ohio. In erecting and maintaining the same the defendant has misused its franchise and exercises its franchise in contravention of law.

The relator asks that the defendant be compelled to set forth by what right it maintains the bridge and that the defendant may be ordered to remove the same or locate in it a sufficient draw.

Judging from the foregoing it can be seen that this spirit of encroachment has been in existence quite a number of years, and having gone along unchallenged it has now assumed such proportional rights as to appropriate in several instances the water, air and sky on the lake front as well as rivers. There are several important shipping points in Minnesota, Wisconsin and Michigan now coming more into prominence and they would do well to profit by the lessons taught the lower lakes on railroad manipulations and encroachments.

## *STATE TAXATION OF VESSEL PROPERTY.*

Again is the bugbear of State taxation on vessel property coming to the front, and this time it is at Detroit. Officious assessors, finding the general offices of vessel-owning firms not represented on the city tax list, have learned the names and values of boats handled throughout the season in these offices, and on this basis rate the assessments for taxing the property.

It would seem to bear sufficiently hard upon the owners of vessel property, that under the existing laws the liability of a part owner of a vessel is that of a partner, and, therefore, unlimited, instead of being limited to the liability of his individual share in its relation to the

whole. The latter feature is the most just and equitable, and whatever action may be taken in any State regarding State taxation of floating property, it would be a step in the right direction to have the responsibility of ownership clearly defined, and, if possible, amended so as to limit the liability. This question of taxing vessels, as on other personal property, has met with a wide consideration in the past. The English system of taxation is on incomes, ours on the value of the property, so that whether a vessel's earnings are much or little, or in the event of her losing money after a hard season, this iniquitous tax on the value of the property which has earned nothing is demanded by the State or port from which the vessel hails. To illustrate our meaning, we quote for example, floating property valued at $500,000, earning 8 per cent., net, or $40,000 annually, would pay in England an income tax of about 2 per cent., or only $800, while under the State laws of taxation on the value, irrespective of earnings, the property would be assessed at 2 per cent., making a total of $10,000. Given a Canadian and a United States firm of ship-owners, and the $9,200 of extra taxes paid in the State show a most suicidal discrimination, especially as the personal property rate of taxation differs in different States. On the lakes tax is levied on shipping as it is on other personal property. Our vessel owners are in competition with Canadian vessels, which are not taxed, no tax whatever being levied either for municipal or national uses, so that if the Dominion pleases to foster and build up a lake marine, they start out with a national advantage of being able to compete with United States vessels by accepting a grain freight at 0.125 cents per bushel, or nearly five cents per ton cheaper. That the Dominion lake marine is limited, is not our lookout. Certainly they have advantages in the matter of taxation.

It is, moreover, simply a travesty on justice for assessors to secure the valuations as given in Inland Lloyds to base their assessments on. Vessel property, besides the annual depreciation, (and here it requires more money for their keep-up) undergo such vicissitudes in value that at many times 25 per cent. of their estimated valuation could not be obtained for the property. In periods of depression vessels lose money instead of making it. Such times have been seen on the lakes, and yet the State law steps in and demands a tax, and for what, pray, if the property has not earned it? The writer has known of a vessel that never touched at her home port for a period of seventeen years, yet the State held out her hand for a portion of the earnings for which the owner received no returns.

The tax question opened in Michigan should be met squarely and firmly by those men who have invested their money in floating property. The issue is worthy of a supreme effort, and if the abolition of the entire tax cannot be brought about, then a levy on the net earnings is the next best and only terms which vessel men ought to accept as equitable taxation, either State or National. If we are rightly informed, (and we quote from a statement made by Jarvis Patten, United States Commissioner of Navigation in 1886,) the revenue laws of the State of Pennsylvania do not include ship property in the schedule as subject to taxation for either State, county, or municipal purposes, and if such is the case, the lake tonnage hailing from Pennsylvania will soon receive a boom if high local taxation is to be the rule in Detroit. Yet, from the very fact that no two maritime States are alike in their methods of exacting and collecting taxes on floating property, and from the further fact that vessel property is directly under the charge of and governed by the United States government, we strongly advocate the abrogation by Congress of all taxation on registered vessels of the mercantile marine. It is not sufficiently understood that the benedt of shipping is national in its bearing, and for State, county, or municipal authorities to have the power of crippling such an industry is to act ignobly towards the sister States and inimical to the Federal interests.

Section 10, Article 1, of the Constitution, provides that "Congress shall have the power to levy and collect taxes, duties, imposts and excises, but that all such taxes shall be uniform throughout the United States. This section, with the clause which gives "Congress power to regulate commerce with foreign nations, and among the several States," would seem to indicate that the taxation of ship property is one of the prerogatives of the National Legislature, and one which Congress might assume to the advantage of all interested, and to the relief of the several States, which, under the various conflicting systems that are in vogue, and more liable to be trespassed upon in the future, are in danger of introducing a spirit of antagonism among themselves, inasmuch, as one locality making a greater or less tax rate on floating property discrimination to some extent would be liable to ensue.

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LAUNCHES have taken place during the week at the yards of the Globe Iron Works Company, Cleveland; Frank Wheeler & Co., W. Bay City, and Curtis & Brainard, Marine City.

## NEW TONNAGE.

The following named lake-built vessels have been assigned official numbers by the Bureau of Navigation, Treasury Department, during the week ending April 9th., 1892.

Steamers—John J. Hill, net tonnage 787, Port Huron, Mich.; James B. Colgate, 1,318 tons, net, Buffalo, N. Y.; Golden, 22 tons, Milwaukee, Wis.; Grace, 7 tons, Buffalo, N. Y.; Samuel Mather, 1,318 tons, net, Buffalo, N. Y.; Thomas Wilson, 1,318 tons, net, Buffalo, N. Y.

## LAKE FREIGHTS.

There is but little inquiry for coal tonnage and navigation seems to have opened about ten days ahead of the market. Ashtabula to Escanaba has been taken at 40 cents, and Cleveland to Milwaukee 50 cents, though a number of vessels are leaving light. Ore freghts are quiet; charterers offer 70 cents from Escanaba, while vesselmen hold for a 90 cent rate, Ashland, $1.25 with considerable ore being placed, though, owing to the low stage of water at the Soo, steamers will have to sail in ballast trim. Grain freights at Chicago are quoted 2 cents on wheat, 1⅞ cents on corn and 1⅞ on oats to Buffalo.

## FLOTSAM JETSAM AND LAGAN.

George W. Stalzelle, commodore of the Schuylkill navy, has had a racing shell built of aluminium. The material is as strong as thin sheet iron, as light as paper and as stiff as cedar. The shell, which is 31 feet 6 inches long, weighs only 20½ lbs. When completed, with outriggers, seats, etc, she will weigh about 28 pounds. It is expected that aluminium boats will become very popular, as the metal is exactly suited to the use made of it in such construction and is not very costly.

Vesselmen are working to secure a life-saving station on Washington Island, near the Death Door entrance to Green Bay. A telephone line will probably be extended to Washington Island by putting cables across Death,s Door. This will be a great advantage to vessels which are wrecked in that vicinity, as they can summon immediate help. Had this service been in operation last fall, the schooner Newsboy could have been saved without trouble. As it was, she became a total wreck, and the crew were kept prisoners in the forecastle four days without anything to eat except wet corn in the cargo.

The first boat through the Straits of Mackinac this season was one of Davidson's "big four," the City of Paris. She headed down the Straits on Sunday afternoon, April 16th, closely followed by the Wilson Liner Sitka, with grain, from Chicago.

South Chicago is to boom this season as never before. The Inter-Ocean Transportation Company, and the Northwestern, as well as the Minnesota Steamship Company, will carry a million and a quarter tons of ore to that port for the Illinois Steel Company alone; while the Iroquois Furnace Company and the Western Plaster Works will also have a fleet trading there direct. The Peabody Coal Company and the Calumet Iron and Steel Company will also be heavy importers.

## OPENING NOTES.

*Special Correspondence to the Marine Record.*

DETROIT, MICH.—Mr. David Carter, general manager of the D. & C. Line, has had the excursion steamer City of Detroit, No. 1, thoroughly overhauled and refitted for the coming season. Some of the state rooms have been removed from the promenade deck so as to give more room for those who wish to remain outside. A hardwood deck has beed laid on the main deck to accommodate dancers. The upper deck has also been opened to promenaders, thus increasing the capacity of the vessel to a considerable extent. The first Put-in-Bay excursion will be made about June 1.

Samuel F. Hodge & Co., Riverside Iron Works, has been one of the busiest plants in the city during the entire winter and work is only now being caught up with, although skilled machinists are still working overtime. A fairly prosperous season is anticipated by the firm.

The always bustling office of Parker & Millen, vessel owners, agents and brokers, has taken on its summer aspect again, and the principals A. A. Parker and Capt James Millen, are to the fore as usual, looking well and hearty, and wading through all the business that comes to hand.

At the offices of Capt. S. B. Grummond everything indicates briskness, and I was pleased to find Mr. George Elsey Jr., again at his old stand as general manager, Mr. Beebee general passenger agent, and Messers. Ashley & Dustin general freight and passenger agents. With the purchase of the passenger steamer De Pere, and the large wrecking barge Manistique. Capt. Grummond, will no doubt find an active season before him, though he is well equipped for all that may come his way.

Capt. Cuson, ships-husband for the Whitney fleet is in perfect health and attending to his tonnage with the old time keeness and energy.

H. D. Edwards & Co., shipbuilders, have a larger coil of manilla in their store than any other house on the lakes. I refer to a 200 fathom 15 inch hawser; it is strong enough to tow an island away.

J. C. Goss & Co., sail-makers and riggers, are enjoying a wide and increasing patronage. Their several lofts are full of work and brisk business is the order of the day.

Many vesselmen will be pleased to learn that the genial Capt. Alex. Ruelle is holding down his well-known tug office in his usual style. His eldest son has purchased an interest in the tow, and now sails the Red Wing.

The Detroit Boat Works is a busy location just now, a light iron steam yacht building for Put-in-Bay parties, and a handsome wooden steam yacht for Mr. Mark Hopkins, besides a few scores of boats of various styles and dimensions keep things moving lively.

The Detroit Dry Dock Co. have recently made handsome improvements in their general offices; and the appointments are now more in keeping with so extensive and old established a firm. Brisk work is being carried on at their Wyandotte Springwells and Orleans St. Works.

Capt. J. W. Westcott, vessel-owner and marine reporter, has opened up for the season and will keep his regular river service as usual.

There is nothing dormant about the extensive plant of the Detroit Sheet Metal and Brass Works. Their elegant suite of offices have been refitted during the winter, and the space on the ground floor altered and improved. A large and valuable patronage has made these changes desirable, and Mr. McMillan is by no means a man who is going to let well enough alone without striving to advance. I find the entire plant busy on sheet metal and brass work with a fair sprinkling of the finer class of marine work.

## ESCANABA OPENING.

*Special Correspondence to The Marine Record.*

ESCANABA, MICH.—Sunday, Aprrl 10th. brought our first boat.

Tht Monarch and Delta, of the Escanaba Towing & Wrecking Co., arrived from Manitowoc, where they have undergone general repairs during the winter.

The bay is all open except a quarter of a mile of rotten ice next to the ore docks, through which the Monarch and Delta came with little difficulty.

Tuesday, April 12, was the day we bet on, and of course we are to smoke at the other fellow's expense.

The long tied up steamer Hayward has at last been released and is now loading lumber. She will be the first to clear from this port for 1892.

The steamer V. Swain and consort are fitted out and will be loaded at once.

Hannah, Lay & Co.'s fine steamer City of Grand Rapids, is expected to commence her season's work in a few days. She will make three trips a week between Traverse City and Escanaba and Gladstone. This run will make the time short between the North-west and lower Michigan, and will prove a great boon to pleasure seekers as well as the travelling public.

Grummond's steamer Atlantic will this season make three trips a month between Cleveland and Green Bay, making Escanaba both ways.

The coal boats and wharves have undergone considerable repairs during the winter and we are now prepared to handle coal quick as the best.

Ore is coming down from Negaunee and the Menominee range at a fair gait, and soon all will be bustle as of old.

The Atlantic road have withdrawn the injunction restraining certain ore trimmers from trespassing on the company's property, and all will be peace and quiet for a while.

Our prospects for smelting, unless on a large scale, are considerably mightier than ever before, and we will, no doubt, soon possess one of the best plants in the State. UNO.

## A LAKE STEWARDS ASSOCIATION.

The lake stewards Mutual Benefit Association has been organized in Buffalo with sixty-five charter members. The officers for the first year are president T. Hogue; vice president, C. Patchen; 2nd vice-president, B. Crangle; recording secretary, H. Heritage; financial secretary and treasurer, J. Nord; conductor, J. U. Lee; trustees, B. Crangle, E. C. Asber and J. U. Lee.

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GRUMMOND'S MACKINAC AND GREEN BAY LINES OF PASSENGER STEAMERS.—Captain S. B. Grummond announces the following appointments for his steamers the coming season: Steamer Depere, captain, Thomas Meikleham; first mate, Charles Keagan; chief engineer, John Bloom; clerk, Charles Wallace; steward, M. Cooney. Steamer Flora, captain, K. Finlayson; mate, Fred. Dale; chief engineer, William Campbell; clerk, S. B. Grummond, Jr,; steward, William Elliot. Steamer Atlantic, captain, J. R. Jones; first mate, William Reynolds; chief engineer, John Johnson; clerk, N. P. Grummond; steward, W. J. Flattery. The steamer Depere was purchased by Captain Grummond last winter for the Mackinac Line, and was fitted out at Manitowoc ready for business. The Depere has been extensively repaired, overhauled and greatly improved, the same having been done with the steamers Atlantic and Flora at Detroit. The changes made have been not only to secure greater safety, but also to increase the comforts afforded the traveling public by this popular line. The cabins of the three steamers have been handsomely refurnished, new carpets, and state rooms, made the neatest on the lakes. The outside of the steamers have not been neglected, and shine with their new white paint and olive-colored hulls. The Depere will be run from Cleveland and Detroit to Mackinac, and the Flora from Toledo and Detroit to Mackinac, both steamers stopping at all shore ports. The Atlantic this season will be run from Cleveland, Toledo, and Detroit to Alpena, Mackinac, Escanaba, Green Bay and Petoskey, making a round trip every ten days. Sailing dates will be announced for each trip. This is the only line from Cleveland and Toledo to Mackinac and Green Bay without transfer of freight and passengers. Ashley & Dustin, freight and passenger agents of the Grummond Line, received a large quantity of up freight for the steamer Flora, as she was the first boat of the season for Mackinac and way ports leaving Detroit last Saturday night.

ORGANIZED 1881.

# Michigan Fire and Marine Insurance Co.,

DETROIT, MICH.

| | |
|---|---|
| CAPITAL, - - - | $ 400,000 |
| ASSETS, - - - | 900,000 |
| LOSSES PAID, over - - | 1,500,000 |

D. WHITNEY, JR. PRESIDENT. EUGENE HARBECK, SECRETARY.

This Company will transact a Hull and Cargo business on the Lakes during the season of 1892.

LOSSES PROMPTLY PAID. INSURE IN A STRONG HOME COMPANY.

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MARINE AND INLAND INSURANCE.

# Atlantic Mutual Insurance Company,

(ORGANIZED 1842.)

**Office, 51 Wall Street, NEW YORK.**

INSURES AGAINST MARINE AND INLAND TRANSPORTATION RISKS AND WILL ISSUE POLICIES MAKING LOSS PAYABLE IN ENGLAND.

**Assets over $10,000,000.00, for the Security of its Policies.**

The profits of the Company revert to the assured, and are divided annually upon the premiums terminated during the year; thereby reducing the cost of insurance. For such dividends, certificates are issued bearing interest until ordered to be redeemed, in accordance with the charter.

J. D. JONES, Prest. W. H. H. MOORE, Vice-Prest. A. A. RAVEN, 2nd Vice-Prest. J. H. CHAPMAN, Secy.

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F. P. BUDDEN, President. W. E. VOLZ, Secretary & Treasurer.

## SOUTH BROOKLYN STEAM ENGINE WORKS.

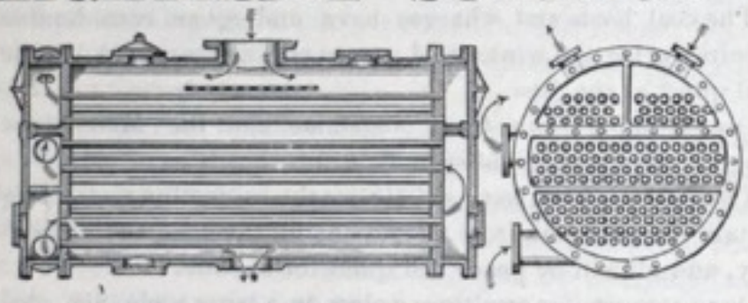
SUCCESSORS TO WILLIAM A. LIGHTHALL. VAN BRUNT & SUMMIT STREETS,

## LIGHTHALL SURFACE CONDENSERS.

BROOKLYN, N. Y.

BUILDERS OF THE

Pat. Combined Surface Condenser and Feed Water Heater.



Lighthall Surface Condenser with Cobb's Improvements. Light Weight Brass Condensers a Specialty. Also Feed Water Heaters, Tube Heads, Screw Glands, Packings, Etc.

Builders of Brass and Composition Surface Condensers for U. S. Cruisers MAINE, No. 11, Gunboats Nos. 5 & 6, CONCORD and BENNINGTON and HARBOR DEFENCE RAM.

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# H. B. & G. B. BURGER,

# SHIP-BUILDERS & CONTRACTORS.

## MANITOWOC DRY DOCK.

Dry Dock will admit Vessels of 1100 tons drawing 12 feet. Have also a set of Boxes in connection with the Shipyard capable of lifting Vessels of 350 tons. A large stock of SPARS constantly on hand. LARGE SPAR DERRICK.

**Vessels Docked and Repaired on Reasonable Terms.**

MANITOWOC, WIS.

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## FRANK MORRISON, COMPASS ADJUSTER

AND MANUFACTURER OF

NAUTICAL INSTRUMENTS.

COMPASSES. BAROMETERS, PATENT LOGS, BINNACLES, STEAM GAUGES, MARINE GLASSES, ENGINE INDICATORS.

All Nautical Instruments Carefully Repaired.

Office with Upson, Walton & Co., 161 River St., Cleveland, O.

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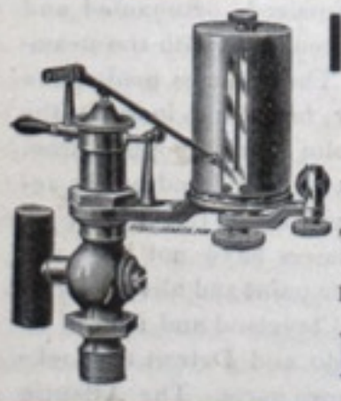
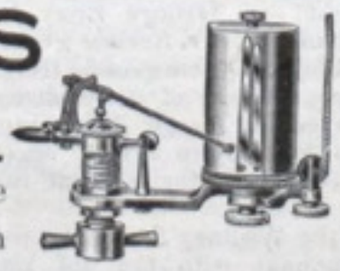


## INDICATORS

ARC $25.

STRAIGHT LINE $30.

With 3 Springs, Scales, and 88-page Treatise in handsome cedar case with nickle trimmings. Circulars.



HINE & ROBERTSON, 60 Cortlandt St. NEW YORK.

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# Insurance Company of North America.

INCORPORATED 1794.

| | |
|---|---|
| CAPITAL, PAID UP IN CASH, - | $3,000,000.00 |
| ASSETS. - - - - - | $9,273,220.00 |

CHARLES PLATT, President. WILLIAM A. PLATT, Vice-President.
EUGENE L. ELLISON, 2nd Vice-President. GREVILLE E. FRYER, Sec'y & Treas.
JOHN H. ATWOOD, Assistant Secretary.

## LAKE MARINE DEPARTMENT.

GEORGE L. McCURDY, MANAGER. CHICAGO, ILLS

---

CAPITAL, $300,000.

# THE MARINE BANK COMPANY,

CLEVELAND, OHIO.

**INCORPORATED IN 1891 UNDER STATE LAW.**

Successors to E. B. HALE & CO., established in 1852.

DIRECTORS.

W. H. BARRISS, President. C. E. BURKE.
H. C. RANNEY, Vice-President. THOS. FITZPATRICK.
W. B. HALE, Cashier. MARTYN BONNELL. THOS. H. WHITE.

Would be pleased to meet or correspond with any one whose present Banking relations are not entirely satisfactory, or who, for any reason, propose to open a new account.

We promise to make every effort to make our Bank a safe, agreeable and profitable place to do business.

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# WHEELER CONDENSER AND ENGINEERING CO.

92 & 94 Liberty St., NEW YORK.

Proprietors and Manufacturers of

WHEELER'S IMPROVED

## Patent SURFACE CONDENSERS

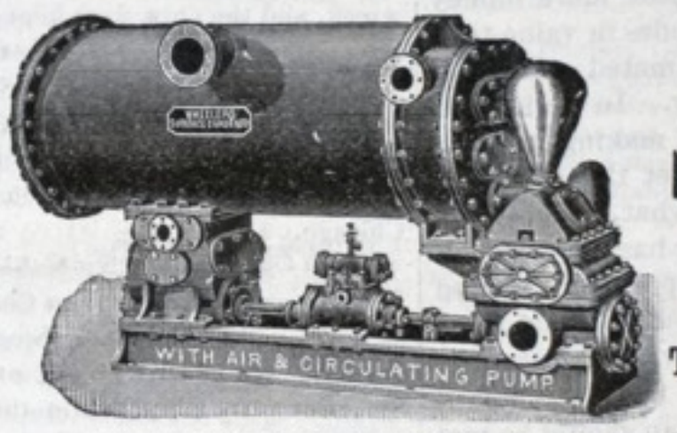
ALSO THE

Wheeler "Admiralty" Condenser,

WITH PATENT SCREW GLANDS,

The Wheeler-Lighthall Condenser

With Patent Waterproof Packing.




LIGHT WEIGHT SURFACE AND JET CONDENSERS, FOR STEAM YACHTS, ETC., A SPECIALTY

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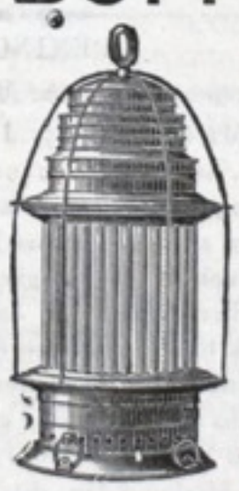
# BUFFALO SIGNAL LAMPS,



## For Steamers and Sailing Vessels.

PATENT FLUTED LENS AND PERFECT COLORS.

GET THE BEST AND AVOID COLLISIONS.

MANUFACTURED BY

RUSSELL & WATSON,

Successors to FELTHOUSEN & RUSSELL.

139 & 141 Main St. BUFFALO, N. Y.

SEND FOR CATALOGUE.

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## PEARSON'S DUMB COMPASS.

The most essential instrument for Mariners to find the COMPASS ERRORS; with full instructions how to use it.

Manufactured by L. BECKMANN, 319 Adams Street, TOLEDO, OHIO.

LIBERAL DISCOUNT TO THE TRADE.

Also full line of BAROMETERS AND MARINE GLASSES.

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# THE DAVIS BOAT & OAR CO.

BUILDERS OF

HIGH GRADE BOATS.

Everything from a Canoe to a Steam Yacht. All sizes of Yawls always on hand. Complete stock of Oars and Boat Trimmings of all kinds.

SPEED 20 MILES AN HOUR.

Send 10 cts. for complete Catalogue.

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# Garlock Packings.



**Our Elastic Ring, Sectional, Spiral and Special Water Packings are the pioneers in this line. For Steam, Water, Ammonia, High Speed Work and all places where packings are used they excel. Try our Special water Packing, fully guaranteed for water end of pumps. See that our trade mark is on each package. Correspondence solicited.**

PALMYRA, N. Y.
ROME, GA.
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## The Garlock Packing Company.

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PHILADELPHIA, 22-24 N. 4th St.
PITTSBURG, 54 Fifth Ave.